

2021 Sidewalk Project Selection

June 17, 2021



PRESENTATION OVERVIEW

PURPOSE OF PRESENTATION

- Review project selection criteria
- Review evaluation and scoring process

WHY IS THIS ISSUE IMPORTANT?

Provides Committee members with a clear understanding of the factors that should be taken into consideration when selecting the next Sidewalk project;

The recommendation of the Sidewalk Committee will be presented to Council for potential action.



OBJECTIVES

- Review/discuss each project selection criteria
- Review and affirm weighting/ranking of each criteria
- Walk thru an example project



SELECTION CRITERIA

- Mobility/Connectivity
- Community Support
- Right of Way Impacts
- Accessibility
- Pedestrian Volume
- Funding



Mobility/Connectivity

- Does the project improve pedestrian/ multi-modal connectivity to an existing transportation network?
- Does the project expand an existing network or fill in gaps within one?
- Is the proposed project within a walkshed? (within walking distance of a central location or station area)

Using a score of 1 as the lowest and 5 as the highest

- 1 = Does not connect to existing or planned sidewalk network
- 3 = Connects to and extends existing sidewalk network
- 5 = Completes gaps and extends existing sidewalk network within a walkshed



Community Support

- Has the surrounding community expressed the need for sidewalk and/or multi-modal improvements in the past?
- Has the community expressed support for a particular project?
 - petitions
 - public meetings

Using a score of 1 as the lowest and 5 as the highest

- 1 = Does not have any known support requests or petitions
- 3 = Documented requests for sidewalk/multi-modal
- 5 = Requests/petition for greater than 50% of residents along the segment



Right of Way Impact

- How will full use of the existing ROW impact adjacent property owners?
- Will the project require that additional ROW be acquired?
- How will the project change the current use of the existing ROW?

Using a score of 1 as the lowest and 5 as the highest

- 1 = Significant ROW impacts (full takings required/difficult negotiations)
- 3 = ROW acquisition required, but only partial takes and temporary easements
- 5 = No additional ROW required to accommodate the project



Accessibility

- Does the project location have ADA related barriers (as identified in ADA Self-Assessment and Transition Plan)
- Would the project eliminate existing ADA barriers?
 - Sub-standard curb ramps, sidewalk widths, sidewalk cross slopes, obstructions

Using a score of 1 as the lowest and 5 as the highest

- 1 = No existing barriers would be removed by the project
- 3 = Up to 3 barriers would be removed by the project
- 5 = 3 or more barriers would be removed by constructing the project



Pedestrian Volume

- Does the proposed project area have a high demand for pedestrian/multi-modal improvements based on land use?
 - Current demand?
 - Future demand?
- Will planned development in the surrounding area create increased pedestrian and multi-modal demand for the proposed facilities?

Using a score of 1 as the lowest and 5 as the highest

- 1 = No pedestrian/foot traffic volumes documented along segment
- 3 = Less than 10 recorded pedestrian/foot traffic volume per peak hour
- 5 = 10 or greater recorded pedestrian/foot traffic volume per peak hour



Funding

- Does the proposed project compete well for available grants?
- Is “fee-in-lieu” funding available?
- Does the project align with planned capital projects (economies of scale)
- Does the proposed fit within the program budget of \$2,250,000 or is it a multi-year project?

Using a score of 1 as the lowest and 5 as the highest

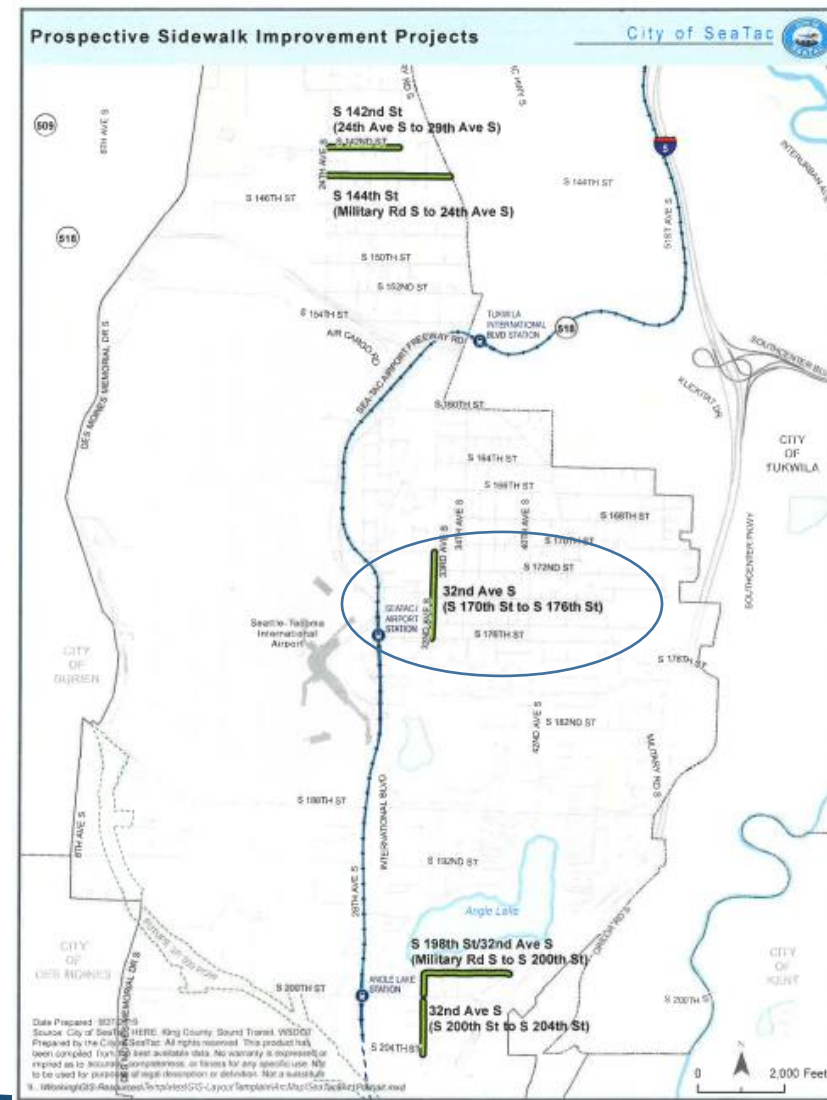
- 1 = No grants or development related funding available
- 3 = Grant funding opportunities and/or other sources of funding likely
- 5 = Grant Funding, development related funding, CIP related funding highly likely



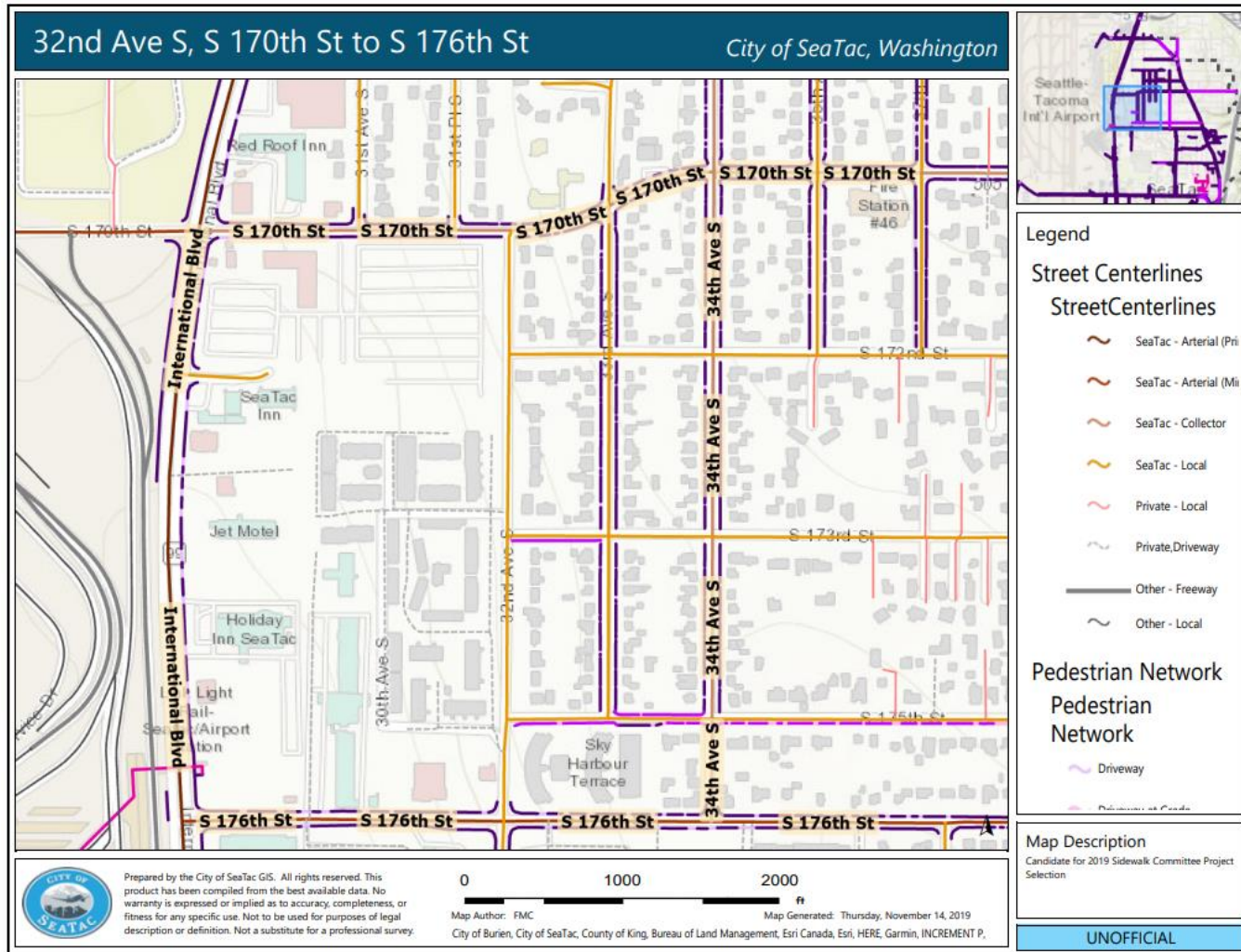
Weighting and Ranking

Attribute	Weighting
Mobility/connectivity	24%
Community support	10%
ROW Impacts	24%
Accessibility	24%
Pedestrian Volume	13%
Funding	5%

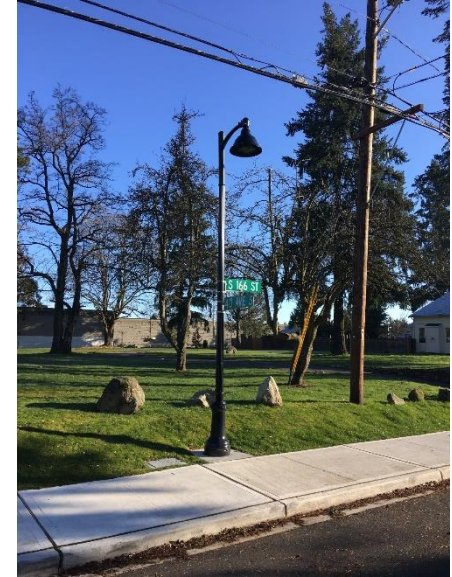
Example Project Scoring – 32nd Ave S (S 170th to St 176th St)



Station Area Pedestrian Improvements

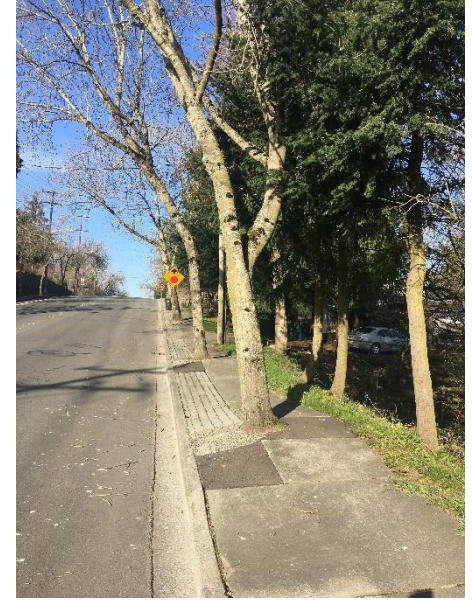


Pedestrian Lighting?



- Thoughts on pedestrian lighting levels on S 166th and or S 200th and DMMD Intersection?
- Does the committee desire any further discussion around a lighting only project?

New Candidate Projects?



- Ideally, new candidate projects should come from those identified in the Transportation Management Plan.
- Walk Seatac and look at potential project areas, reprioritization may be worth considering
- Bring ideas and thoughts forward to Committee for consideration

Questions?



South 142nd Street, 24th Ave South to 29th Ave South

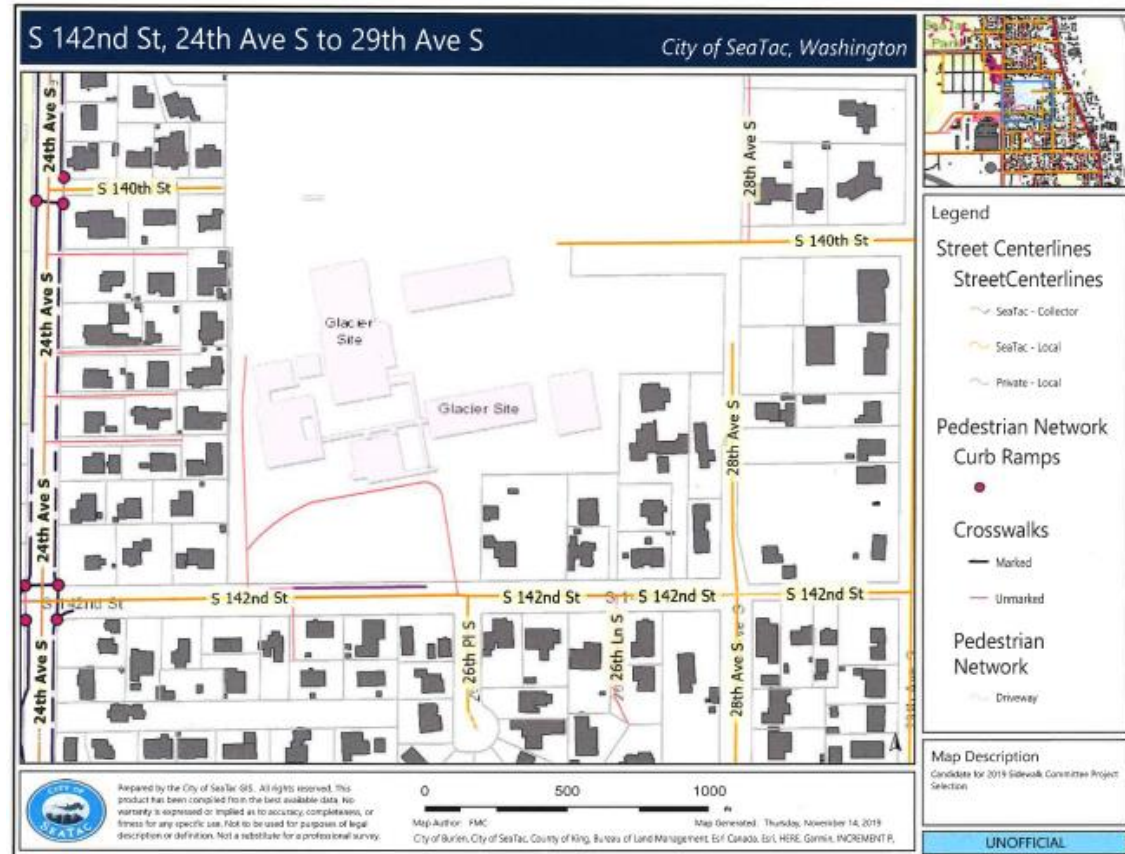
Project Description:

This project is identified in the 2015 SeaTac Transportation Master Plan as Public Works Capital Improvement Project ST-N7. Project consists of constructing new shared vehicular/bicycle lane.

Potential to also include undergrounding overhead utilities, landscaping, storm drainage infrastructure, and pedestrian lighting. Right-of-way may be required to build out 60-ft street section.

Project Purpose and Need:

Dedicated pedestrian facilities along S 142nd St do not exist along this segment with the exception of sidewalk in front of the newly constructed Glacier Middle School. This local road links the a portion of the Riverton Heights Neighborhood and Glacier Middle School to transit on 24th Ave S. The proposed project would increase scope to build sidewalk along both sides of S 142nd St and provide a safe connection from 24th Ave S to Glacier Middle School.



South 144th Street, 24th Ave South to Military Road South

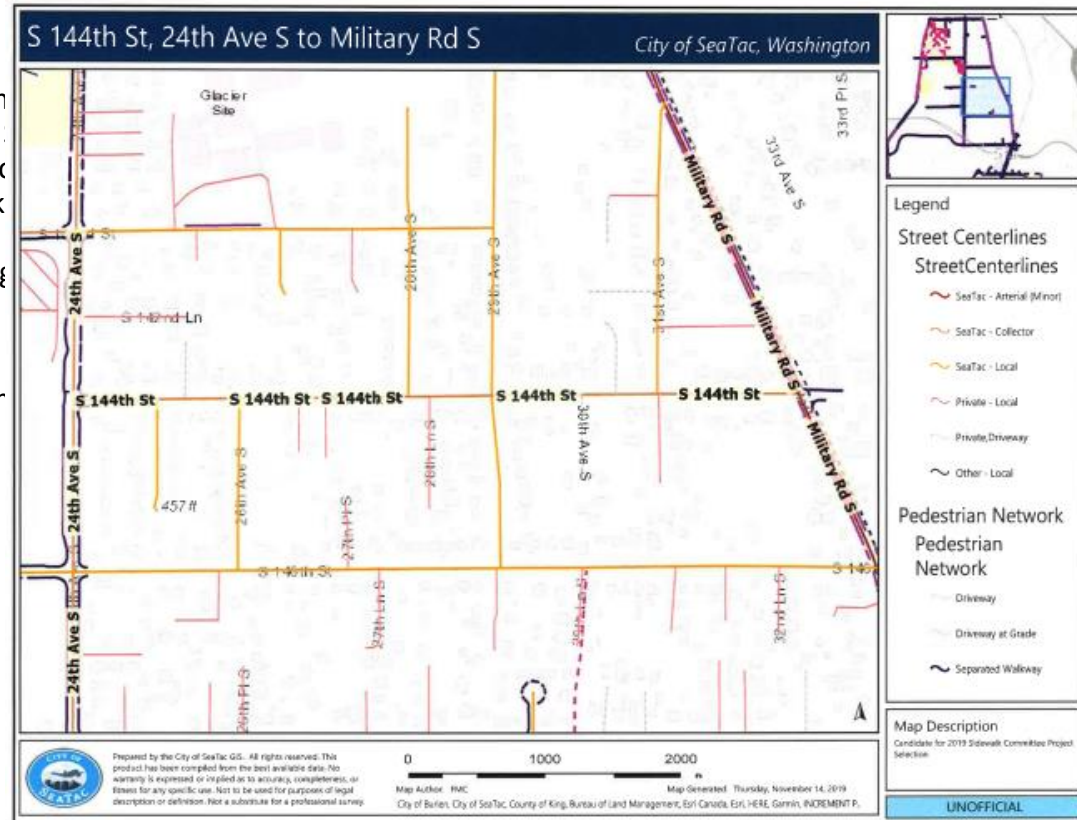
Project Description:

This project is identified in the 2015 SeaTac Transportation Master Plan as Public Works Capital Improvement Project 079. Project consists of reconstructing roadway to collect arterial standards, new concrete curb, gutter and sidewalk bicycle lanes, storm drainage infrastructure, landscaping, street lighting, channelization, paving, and undergrounding overhead utilities.

Potential to include undergrounding overhead utilities, landscaping, storm drainage infrastructure, and pedestrian lighting. Right-of-way may be required to build out 60-ft street section.

Project Purpose and Need:

Dedicated pedestrian facilities along S 144th St do not exist along this segment. This collector arterial links the Riverton Heights Neighborhood to transit on 24th Ave S and Military Rd S. It also provides access to Foster High School in Tukwila.



South 198th Street , 32nd Ave South to Military Road South

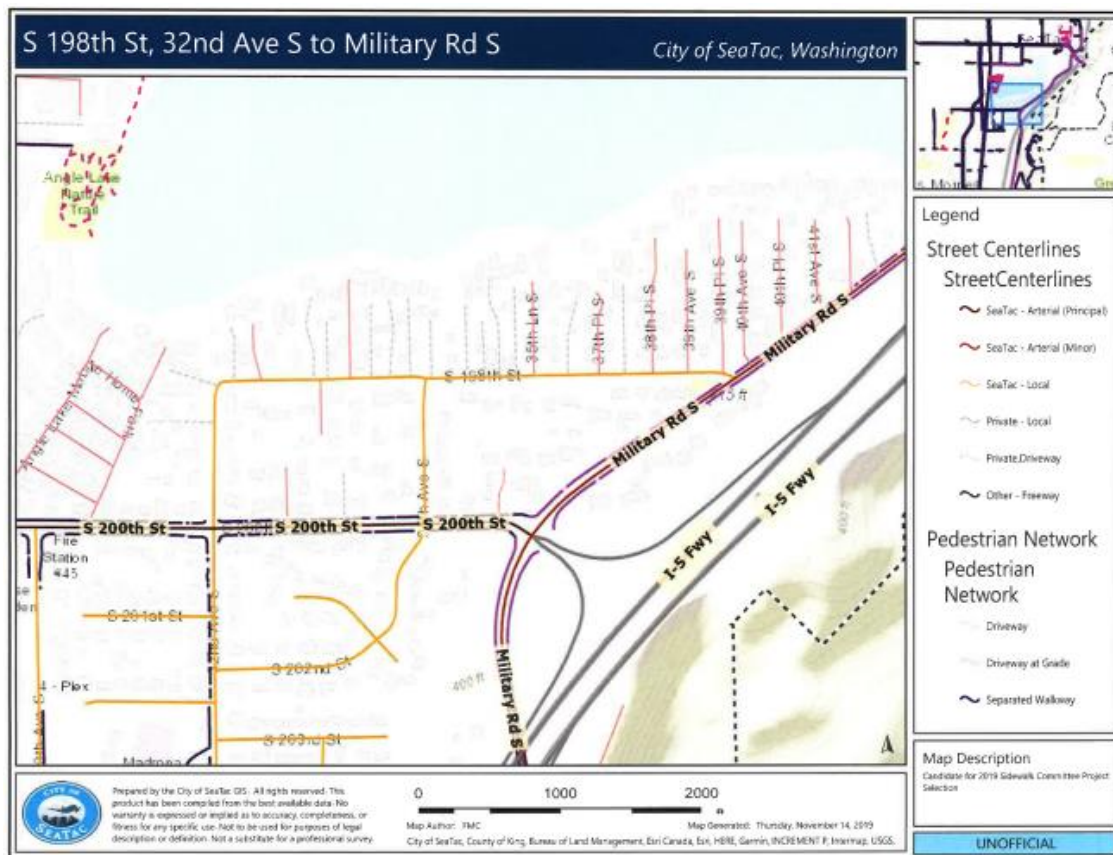
Project Description:

This project is identified in the 2015 SeaTac Transportation Master Plan as Public Works Capital Improvement Project ST-N35. Project consists of constructing a new pedestrian facility (sidewalk or shared use path) and sharrows (shared vehicular/bicycle lane).

Potential to include undergrounding overhead utilities, landscaping, storm drainage infrastructure, and pedestrian lighting. Right-of-way may be required to build out 60-ft street section.

Project Purpose and Need:

Dedicated pedestrian facilities along S 198th St and 32nd Ave S do not exist along this segment. This local road links the neighborhood to transit on S 200th St and International Blvd. This road also acts as an alternative route for traffic to avoid the signalized intersection at Military Rd S and S 200th St.



32nd Ave South, South 200th Street to South 204th Street

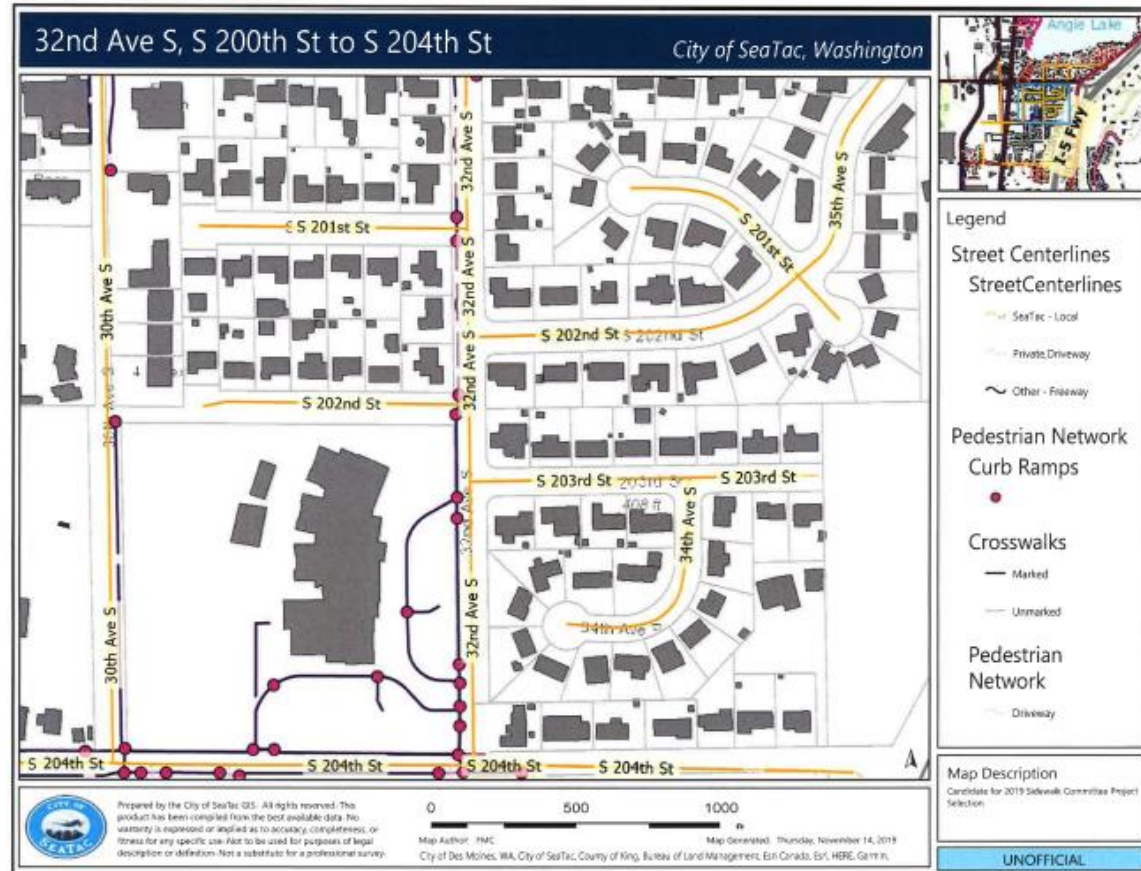
Project Description:

This project is identified in the 2015 SeaTac Transportation Master Plan as Public Works Capital Improvement Project ST-136. Project consists of constructing new sidewalk, traffic calming measures, and sharrows (shared vehicular/bicycle lane).

Potential to include undergrounding overhead utilities, landscaping, storm drainage infrastructure, and pedestrian lighting. Right-of-way may be required to build out 60-ft street section.

Project Purpose and Need:

Existing sidewalk is present on the west side of 32nd Ave S. Project would build sidewalks on east side of 32nd Ave S to serve the adjacent neighborhood. Project would add sidewalks along identified safe route to school for Madrona Elementary.



PERFORMANCE ATTRIBUTE SCALES

[Sidewalk Project Candidate]

Performance Attribute Scales

Using a score of 1 as lowest and 5 as highest. Define the rationale for a score of 1 and 5 for each attribute.

Performance Attribute	Performance Rationale
Mobility/Connectivity	1 = Not connecting to existing sidewalk network; 3 = connects to and extends existing sidewalk network; 5 = completes gap and connects existing sidewalk network
Community Support	1 = no support or no requests for installing sidewalks; 3 = documented requests for sidewalk; 5 = sidewalks requested or petitioned for by greater than 50% of residents/property owners along segment
Right of Way Impacts	1 = significant impacts to existing parcels resulting in full takes or difficult negotiations; 3 = partial takes; 5 = no right of way impacts, all improvements within existing right of way
Accessibility	1 = no barriers identified along segment; 3 = 1 to 3 barriers addressed by project; 5 = 3 or more barriers addressed by project
Pedestrian Volume	1 = no pedestrian /foot traffic volumes documented along segment; 3 = less than or equal to 10 recorded pedestrian/foot traffic volume per peak hour; 5 = greater than 10 recorded pedestrian/foot traffic volume per peak hour
Funding	1 = no grants or private funding allocated for project; 3 = grants/private funding totaling up to \$200,000 obtained for project; 5 = grants/private funding totaling more than \$200,000 obtained for project